



2009 STREET/PURE STOCK RULES

Revision 1.3 March 16, 2009

CONTENTS:

1. BODY
2. FRAME AND CAGE
3. SUSPENSION AND DRIVE TRAIN
4. SHOCKS
5. SWAY BAR
6. CASTER/CAMBER
7. REAR END
8. TIRES, WHEELS, AND BRAKES
9. STEERING
10. WEIGHT
11. ENGINES

12. HEADS
13. CRANKSHAFTS
14. ROD AND PISTON ASSEMBLIES
15. CAMSHAFTS
16. TIMING CHAIN
17. INTAKE MANIFOLDS
18. EXHAUST MANIFOLDS
19. OIL PAN AND OILING SYSTEM
20. IGNITION
21. CARBURETORS
22. TRANSMISSIONS AND DRIVESHAFTS
23. MISCELLANEOUS
24. FUEL CELL
25. SAFETY
26. PROTESTS
27. GENERAL RULES OF OPERATION

1. BODY

A. Complete body (bumper-to-bumper) must remain stock. Stock Appearing Aftermarket Body (example: 5 Star/Performance Bodies Street Stock Body) OK.

B. No sectioning, chopping, channeling, hulling or cutting of any kind, except for tire clearance and roll bars only.

C. Stock hood and trunk latches may be used (hinge removal is optional), in which case two hood pins are required. If stock hinges are removed, 4 hood pins are required.

D. Hood, roof, and trunk lid may be gutted. Hood must be stock appearing no cowl induction.

E. Removal of stock dash (all accessories, heater controls, flammables and gauges) is mandatory. No exceptions.

F. Parking brake assembly must be removed from inside of car.

G. All holes in front and rear firewall and floorboard must be covered with 16-ga. steel.

H. Full front and rear firewall and rear shelf must remain in car in the stock location.

I. Body must mount on stock rubber mounts in the stock location.

J. All body parts must maintain 6" ground clearance; rocker skirts optional, but are still subject to 6" rule.

K. If stock nose is used, all lights must be removed and openings covered with metal or plastic.

L. Aftermarket nose and tail pieces may be used, but must match car.

M. Grills may be removed and replaced with screen.

N. Air conditioning coil may be removed.

O. Radiator core support must be stock (modifications and trimming allowed for air duct to radiator and crash repair.)

P. Stock steel doors or approved replacements required. Doors must be welded shut or riveted. Doors may be skinned for door bar clearance.

Q. Side spot mirror and rear view mirror may be used.

R. Rear Spoilers may be used, maximum 6 inches tall by 60 inches wide.

S. May cut trunk floor to lower fuel cell.

1. Top of fuel cell must be level or above top of frame.

2. Fuel cell must be supported with 1" metal tubing or metal straps minimum 8 inches off the ground and centered.

2. FRAME AND CAGE

A. 108 inch WHEELBASE MINIMUM

B. Full-frame models and Unibody GT type cars (i.e. Camaros, Firebirds, Mustangs or Novas etc). No front wheel drive or strut suspension vehicles.

C. Frame must be fully stock.

D. Frame must match make and model of car.

E. No bracing, cutting, stiffening, or modifying of frame.

F. Bars in front of radiator OK for radiator protection and bumper.

G. Bars past the fuel cell for added protection and bumper OK.

H. Fuel Cell Protector Bar required mounted between fuel cell and bumper bar

I. Minimum four point roll cage with four driver side and three passenger side door bars (1/8 inch minimum plate covering driver's side door bars.) gussets not mandatory but recommended on all 90* angles on driver side of cage.

J. Front doors may be hulled for door bars. (If doors are hulled, door bars must extend into door cavity.)

K. Roll cage may extend through the firewall and trunk.

3. SUSPENSION AND DRIVE TRAIN

A. 6 inch minimum frame height. NO tolerance.

B. Stock springs five inch inside diameter minimum.

1. May use adjuster cups (screw-type) inside spring buckets.

2. Screw or Weight jacking bolts OK in the rear only.

3. Front Upper Control Arms Stock or Spec Tubular OK. Tubular must use IMCA part # UP-910-34394 (R-right L-left metric frame).

4. Other approved cars (GM/Ford/Dodge cars will be allowed alternative part number for approved tubular upper control arm)

4. SHOCKS

- A. Steel body, non-adjustable shocks must cost \$100.00 each or less.
- B. Steel body shocks must remain in stock location.
- C. No aluminum or alloy body shocks, no adjustable or threaded shocks.

5. SWAY BAR

- A. Front sway bar size optional, can be floating style and fully adjustable.
 - 1. Must mount in stock location on frame rails.
 - 2. May adjust on ends.
 - 3. Must be stock appearing.
 - 4. May use stock sway bar and bushings.
- B. All suspension components except springs and shocks must remain stock for make and model of chassis used and may not be altered in anyway. For example: NO J-bars, torque absorbers or panhard bars.

6. CASTER/CAMBER

- A. Both front tires may be leaned at the top positive or negative from vertical up to 3 inches Maximum. No tolerance (Measured on the rim).

7. REAR END

- A. Positrac, limited slip, mini spool or unlocked optional.
- B. No Gold Trac or ratchet type units.

- C. Gear optional.
- D. Rear End to match car from factory.
- E. Not required but suggested one right rear after market "Moser" axle or C-clip Eliminators.
- F. Pinion angle can be adjusted

8. TIRES, WHEELS, AND BRAKES

A. Stock brakes/calipers only (front and rear). All 4 must be in working condition.

1. No rear disc brakes, drum only (aluminum drum OK).

2. Non-Adjustable proportioning valve OK.

B. For 2009 there will be a track tire rule. The only tire allowed will be the Grand Am Radial GT. The only sizes allowed will be 215, 225, and 235 x 70 14 or 15 inch. When tread wear bars are exposed, tires must be discarded. (This will be at the discretion of the General Manager or Tech Director) NO grooving, softening-soaking or other alterations to the tire are allowed.

C. 8 inch Steel wheels type optional (all wheels must be steel).

D. Any Offset/Backspacing OK; offset must be the same for all four wheels.

E. Large lug nuts 1 inch size required with 5/8 inch studs minimum. Three threads showing at all times

F. No pop-off or bleeder valves.

G. Tracking width same front to rear. Must be within 1 inch.

9. STEERING

A. May run manual or power steering.

B. May remove steering column and replace with straight shaft.

C. Quick Disconnect recommended.

D. Aluminum or cast pump, stock OK.

10. WEIGHT

A. Minimum weight 3200 lbs. with 52% max left side weight.

B. One pound per lap (including caution laps) allowance will be made after the race

11. ENGINES

1. 360 CID limit.

2. .060 Maximum over-bore.

3. Stock block, bore and stroke for engine.

4. Engine must maintain minimum of 12" ground clearance. Cross member must remain unmodified

5. Engine must mount in stock position rubber or steel mounts OK.

6. General Motors Crate Engine #88958602 may be substituted the Engine must remain sealed at all times (may also be required to have speedway stamping/seal).

12. HEADS

A. Stock cast iron heads with casting numbers for all built motors.

1. No Aluminum or Vortec heads allowed (except for crate engines).

2. No angle plug heads (Ford and Chrysler excluded).

3. No angle milling .

4. Screw in studs, guide plates and poly locks optional.

5. No porting, polishing, acid etching, gasket matching or bowl work.

6. Stock cast iron heads with casting numbers. Any questionable heads must be

approved by Chief Tech Inspector. EQ cylinder heads permitted, 76cc; 167cc

intake. IMCA approved for 2009. Part # (CH 350I)

B. 1.94 intake/1.50 Exhaust maximum valve size (Chevy), (Ford 1.94 in/1.60 ex), (Chrysler 2.02 in/1.60 ex)

C. Only magnetic steel valves, springs, retainers and locks.

D. No Titanium valve train parts.

E. No stud girdles.

F. Oil deflectors OK.

G. No blending of bowls to valve job.

H. Stainless valves okay.

I. Stock diameter valve springs only.

13. CRANKSHAFTS

A. Stock production crankshafts (NO after-market crankshafts allowed)

B. Must be magnetic steel or cast iron.

C. Stock casting number must not be removed.

D. No lightening of cranks (must be stock stroke for engine).

Cross drilling of oiling holes okay.

E. No knife edging or under cutting.

F. Minimum weight on crankshaft 50 lbs. No tolerance.

G. Harmonic balancer must be stock diameter for engine used, type optional.

14. ROD AND PISTON ASSEMBLIES

A. Stock replacement 5.7 or 6.0 rods for Chevy, 6.0 for Ford, 6.123 for Chrysler.

1. No Titanium, stainless steel aluminum or H-beam rods.

2. After market rod bolts optional.

3. Floating pins OK.

B. Two or Four valve relief, three-ring pistons with magnetic steel pins

1. Valve reliefs may not be polished or de-burred.

2. Pistons may not extend out of block

3. Assembled weight of rod, piston, piston pin, locks, rings and rod bearing must weigh a minimum of 1200 grams.

4. Pistons may be cast, hyper or forged.

15. CAMSHAFTS

A. Maximum .430 advertised valve lift (0.287 lobe lift) (GM products).

B. Maximum .445 advertised valve lift (0.278 lobe life (Ford products).

C. Maximum .445 advertised valve lift (0.270 lobe life (Chrysler products).

D. Hydraulic camshafts (Must be magnetic steel) .003 tolerance!!!!

E. Cam lift determined by measuring lift at the lifter, then multiplying by rocker arm ratio.

F. Stock type and ratio rocker arms only!!!!

1. No solid or roller camshafts

2. No solid, roller, ceramic or mushroom valve lifters permitted.

3. No modifying of lifters (must be magnetic steel).

G. Lifters must be of stock size for make (0.842 Chevy; 0.875 Ford; 0.900 Chrysler.)

H. No rev kits.

I. Only stock length magnetic steel push rods.

J. Stamped steel 1.5 ratio rocker arms only for Chevy.

K. Stamped steel 1.6 ratio rocker arms only for Ford.

L. Stamped steel 1.65 ratio rocker arms only for Chrysler.

M. No roller tips, roller bearing, or individual shaft mount rocker arms.

N. No stud girdles.

16. TIMING CHAIN

A. Single or double row timing chains allowed.

1. No gear or belt drives.

2. No roller thrust bearings or buttons.

17. INTAKE MANIFOLDS

A. Stock cast iron intake manifolds or aluminum permitted. Chevy #2101, Ford with 4 barrel heads #2665, Ford with 2 barrel heads #2750, Ford Windsor #2181 and Chrysler #2176.

1. No high-rise or marine intakes.

2. No porting, acid etching, polishing or gasket matching.

3. Must retain stock casting numbers and firing order.

4. Aluminum carburetor spacer must be $\frac{3}{4}$ " centered on intake. Holes must be cut perpendicular with the base of the carburetor. No tapers or bevels!

18. EXHAUST

A. Headers or stock cast iron exhaust manifolds.

1. No porting, polishing, acid etching or gasket matching.

2. Cross-member cannot be modified to fit manifolds.

3. Exhaust must exit behind driver and terminate under car. 3" max on pipe diameter.

4. Header 1 5/8" maximum, Collector type, No merge collectors.

19. OIL PAN AND OILING SYSTEM

- A. High volume/pressure oil pumps okay.
- B. Must mount in stock location.
- C. After-market oil pans allowed (wet sump only).
- D. Must fit stock cross-member.
- E. Remote oil cooler/filter OK.

20. IGNITION

- A. Stock type HEI ignitions only.
- B. No MSD 6 ignition boxes allowed.
- C. Plugs and wires optional
- D. Caps and rotors optional
- E. May run DUI distributor.
- F. Advance can be locked
- G. No external coil
- H. MSD soft touch rev limiter required part # MSD-8728. 602 Crates required to run 6000 chip.
(RPM to be determined by MMS) must be mounted out of drivers reach.

Or, a special RPM limiting module must be used. Part number MSD 83645

(RPM to be determined by MMS)

21. CARBURETORS

- A. Holley 2300 model #7448 (350 CFM) carburetors only must fit all tools.
- B. For General Motors Crate Engine #88958602 only: Holley # 0-80507-1 (390 CFM) carburetor must be used, which must fit all gauges and remain unaltered from factory new condition, except for jets

(\$725.00 buy rule on carburetor.)

- C. No cold air boxes. May remove choke assembly, choke horn to remain stock, NO carburetor

air direction/flow devices K&N style air filter top OK.

D. Holley carburetor re-work guidelines:

1. Reshaping, polishing, grinding or drilling of additional holes will not be permitted.
2. Maximum size for the air bleed holes in the top of the carburetor body will be 0.080 inch for all four holes
3. Screw-in air bleed jets will not be permitted.
4. Choke may be removed, but all screw holes must be permanently sealed.
5. Booster type may not be changed centers may not be drilled or altered for air flow.
6. Size and shape must not be altered.
7. Height and location of the booster must remain as manufactured.
8. Booster must maintain a minimum outside diameter of 0.616 inch.
9. Venturi area must not be altered or reshaped in any manner casting ring must not be removed.
10. Alteration to allow additional air to be picked up below the opening of the Venturi such as altered gaskets, base plates and drilling holes into the carburetor not tolerated.
11. Base plate must not be altered in shape or size.
12. Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard. Shafts must remain standard and must not be thinned or cut in any manner.
13. Accelerator pump discharge nozzle may not be changed.
14. Must have 2 throttle return springs.

22. TRANSMISSIONS AND DRIVESHAFTS

A. Automatic or Standard transmissions allowed.

1. Standards – NO Aftermarket transmissions allowed!

a.) Stock type pressure plate.

b.) Stock clutch assembly, L-88 flywheels permitted with a 10 ½” minimum. All flywheels must

weigh a minimum of 15 lbs.

c.) Hydraulic throw out bearing permitted.

d.) No direct link drives. All gears must be operational.

2. Automatics --

a.) Must run full functioning torque converter (11 inch or 12 inch, Stock OK).

b.) Stock production transmission can be a performance built stock unit.

c.) No direct pump drive converters.

B. Magnetic steel drive shafts only NO aluminum. Must be painted white with the car number clearly displayed.

C. Must run a minimum of two drive shaft safety loops.

D. Steel braided hoses are required for cooler lines.

23. MISCELLANEOUS

A. Cast iron/aluminum water pumps OK, NO electric pumps.

B. Fan type optional, plastic ok, NO clutch fans and NO aluminum flex fans.

C. May run electric fan in addition to stock appearing (plastic) fan.

D. Alternators optional.

E. Stock type fuel pumps, piston style fuel pump ok, NO electric fuel pumps allowed.

F. Oversized radiators allowed aluminum optional.

G. No antifreeze, \$100.00 fine!

H. Pulleys optional.

I. All added weight must be securely fastened and painted white with car number displayed.

J. All cars will be subject to tech approval and must display a MMS Pure/Street Stock Race Car Tech approved sticker issued by tech before being allowed to race.

K. All cars will be required to display class sponsors or MMS speedway sponsor decals.

24. FUEL CELL

- A. Fuel cells are mandatory. The maximum capacity allowed is 22 gallons. Fuel cells must have a working check valve and foam.
- B. Fuel cells must be mounted equal distance between rear frame rails and at least 8 inches above the ground.
- C. Fuel cell must be mounted inside a steel box.
- D. Fuel cell vent and overflow may not exceed 1 inch in diameter. Overflow must exit to the rear.
- E. Fuel cell must have four 1/8 inch x 1 inch straps under cell can and at least two straps on top of cell bolted to fuel cell frame.
- F. Fuel cell must be protected at rear by one protector bar extending below rear of frame beyond bottom of cell and the width of the cell, with one center brace.
- G. Fuel lines must be run in metal tubing or metal conduit if routed through the driver's compartment.
- H. Fuel lines can be routed through the frame.
- I. NO electric fuel pumps.
- J. NO pressurized fuel systems.
- K. NO fuel injection allowed.
- L. Track approved fuel only, NO exotic blends or methanol, NO NOS, Nitro or any other oxygenating agents permitted (pump gas OK).

25. SAFETY

- A. Battery master disconnect switch must be installed on driver's side of dash or within easy access from driver and either window.
- B. Seat belts, window net, driving gloves, shoes and racing suit must have non expired SFI dates.
- C. Fire extinguisher required within reach of the driver.
- D. Minimum single layer racing suit (SFI-3.2A/1 rating).

- E. Driving Gloves (SFI-3.3A/1 rating).
- F. Helmet with Snell M2005 minimum rating. No older than 2 years from manufactures date.
- G. Mandatory 360° Neck Brace.
- H. Safety Belts (SFI-16.1 rating). No older than 2 years of the manufactures date.
- I. Window Net (SFI-27.1/1 rating).
- J. Racing Shoes (SFI-3.3A/5 rating).
- K. Hans, Hutchens, or G force head and Neck Restraint system highly suggested but are optional. Radios may be used.

NOTE: The definition of stock is as produced from the factory.

Weight/RPM penalty will be added to cars not conforming to rules.

Drivers or cars found illegal forfeit all points and money earned for the entire event and possible suspension and/or fine for future rule violations determined by MMS.

26. PROTESTS

A. Only drivers may protest. Protesting drivers and protested cars must have finished in the top five and be on the lead lap. All protests must receive approval from the Tech Inspector. Spite protests and unsportsmanlike-like protests will not be accepted as deemed by the Tech Director.

B. All protests must be submitted to pit officials in writing within 10 minutes of feature race completion, and be accompanied by the set protest amount in CASH. (TBA) The driver who wins the protest will receive a pre determined amount with a percentage going towards the Pure/Street Stock Championship Point's Fund.

C. Driver can only protest three times in one season and must wait three weeks before protesting again.

D. Drivers or cars found illegal forfeit all points and money earned for the entire race event and may face possible suspension/fine for future rules violations.

E. Refusal to comply with a protest or to tear down when instructed by MMS Officials will result in a fine equal to protest amount, an automatic two-event point's suspension and loss of point's and money earned for the evening. Upon returning to competition the driver must agree to tear down after future racing events for free if asked by MMS.

27. General Rules

These rules are intended to produce a fair and competitive field of like cars and are subject to change as needed, without notification or justification. The MMS Staff reserves the right to refuse any competitor without reason or justification. The intent and interpretation of the rules will be the decision of the Race Officials and MMS. If there are any questions regarding the legality of any part(s), the burden of proof lies with the competitor. It is strongly recommended that any competitor who has any questions or doubt about the interpretation or intent of the rules contact the Speedway General Manager or Technical Director. Contact the speedway at 334-262-6101 or Email the General Manager at James.MMS@Gmail.com
James.MMS@Gmail.com This e-mail address is being protected from spambots. You need JavaScript enabled to view it

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The General Manager and/or Race Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.